

CLASSIFICATION **SECRET**

COUNTRY	East Germany	REPORT	
TOPIC	Jueterbog Airfield		25X1
EVALUATION	PLACE OBTAINED		25X1
DATE OF CONTENT			
DATE OBTAINED		E PREPARED	20 September 1954 25X1
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED		25X1
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- The following air activity and aircraft were observed at Jueterbog airfield between 9 and 27 August 1954:

9 August. During the morning instruction was held at the field. Starting at about 1100 maintenance work was being done. There was no air activity by MiG-15s or U-MiG-15s. About 1500, 3 Il-28s without auxiliary fuel tanks landed and were parked in front of hangar No 10.

10 August. At 0800, a Il-28s towing an air sleeve took off and subsequently circled over the firing range for about 40 minutes while the air sleeve it was towing was fired upon by light AA guns. At 0835, another Il-28s towing an air sleeve took off toward the firing range where it relieved the first Il-28 which subsequently landed after dropping its air sleeve. The second Il-28s discontinued flying at about 0915 and a third Il-28s took off at about 0920 for the same practices. About 1600, 2 MiG-15s or U-MiG-15s from hangar No 4 or 5 taxied to the runway where they took off for a flight of about 20 minutes duration. After landing, the aircraft taxied back to the hangar.

11 August. As on the preceding day, 3 Il-28s towing air sleeves alternately circled over the firing range for about 40 minutes. Between 1400 and 1530, 4 MiG-15s flew in elements of two for about 20 minutes.

12 August. In the early morning, 22 MiG-15s or U-MiG-15s from hangars Nos 4 and 5 were towed to the eastern end of the runway. The aircraft which had no auxiliary fuel tanks practiced flying in formations of two, four and eight until about 1200. Take-offs were made in elements of two but the landings individually. Most of the formations disappeared from sight. Starting at about 1530 flying by formations of four MiG-15s or U-MiG-15s fitted with

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auxiliary fuel tanks continued. About 1600, some individual flights were made with the aircraft taking off at intervals of 5 minutes. Between 1630 and 1700, 3 IL-28s towing air sleeves took off for individual flights over the firing range. At 1800, the 3 IL-28s took off in rapid succession assembled in flight wedge formation and disappeared toward the east.

13 August. About 0800, 16 MiG-15s or U-MiG-15s from hangars Nos 9 and 10 were towed to the runway where they subsequently took off for individual flights at intervals from 5 to 10 minutes. The aircraft practiced only horizontal flying and light banks and returned after about 20 minutes. Flying was discontinued at about 1200. Between 1530 and 1700, MiG-15s or U-MiG-15s practiced individual flying and flying in formations of two.

14 August. The four alert planes were relieved by four other MiG-15s or U-MiG-15s from hangar No 9. On one of the latter, No 581 was identified. The relieved aircraft subsequently made a flight of about 10 minutes duration.

16 August. During the morning, personnel were observed engaged in fatigue duty and receiving instruction. Later, officers and soldiers were seen doing athletics. At 1800, 4 MiG-15s or U-MiG-15s from hangars Nos 4 and 5 took off for a short local flight each.

17 August. Between 0800 and about 1400, 12 MiG-15s or U-MiG-15s from hangars Nos 9 and 10 mainly made individual flights of 15 minutes duration and once a flight in a formation of four aircraft which had taken off in elements of two. All aircraft landed individually.

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18 August. About 0900, 20 MiG-15s or U-MiG-15s from hangars Nos 4 and 5 were towed to the runway. The aircraft subsequently made individual flights of 18 to 25 minutes duration in the direction of Kummersdorf. Flying was discontinued at 1230. Between 1630 and 2100, flying was again practiced.

19 August. No air activity was observed. There was heavy rain. Maintenance work was being done in the hangars and drivers received instruction.

2. On 27 August, 23 MiG-15s or U-MiG-15s and 2 biplanes were counted at the field. Nine of the MiGs, [redacted] were parked at the eastern edge of the field along the railroad line. One aircraft parked in front of hangar No 10 [redacted]. During the morning, there was no air activity. At 1300, 3 MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks taxied from hangar No 10 to the eastern end of the runway from where they subsequently took off toward the west at distances of about 500 meters. There was northeasterly wind. After the take-off, the aircraft assembled to formation at an altitude of 400 to 600 meters flying a wide left bank and disappeared from sight toward the north. After about 25 minutes, the three aircraft returned in close order formation and, at 1330, landed at distances of about 1,000 meters. At 1430, 2 biplanes took off and headed in different directions. No more flying was practiced by MiG-15s or U-MiG-15s until 1600.

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3. A radio installation with one mast, which was 8 to 10 meters high and braced in four places, and a radio truck with an antenna, 2 to 3 meters high, next to it, were observed 600 to 700 meters from the runway in its eastern extension. The AA gun emplacement at the eastern edge of the field was occupied by 37-mm guns.

[REDACTED] Comment. Two fighter regiments, equipped with a total of 38 MiG-15s or U-MiG-15s, are believed to be stationed at Justerbog airfield. Il-28s as tow-target planes for AAA firing practices are reported for the first time from the Justerbog training grounds. The aircraft were probably detached by a bomber regiment for the period between 9 and 12 August. [REDACTED]

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